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OUR STANDARD BLEND OF
SCOTCH WHISKY
\$14.00 PER DOZEN
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Hongkong Daily Press.

ESTABLISHED 1857.

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THE FINEST
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"BOAR'S HEAD"
BOTTLING.
For each 8 dozen Pints \$24.00
For dozen Pints ... 3.00
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AMMONIA**
FOR THE BATH, TOILET AND
HOUSEHOLD.

An Elegant Preparation. Delicately Perfumed.
Promotes a healthy action of the skin, counter-
acts all effects of perspiration, and is as
refreshing and invigorating to the system
as a Turkish Bath.

**A. S. WATSON & CO.,
LIMITED.**
THE HONGKONG DISPENSARY.
[a1342]

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"SPECIAL BLEND" WHISKY
A Blend
of Selected
Distillations of the
Finest Scotch Whiskies.
\$10.50 Per Case.

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GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
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SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 1st March, 1905. [a1412]

NOTICE.

GEO. FENWICK & CO., LD., Engineers
&c., are open to receive OFFERS FOR
THE PURCHASE OF THEIR WANCHAI
PROPERTY, comprising portions of Marine
Lots Nos 31 and 32; approximate area 43,000
square feet.

For further particulars apply to the Company.
Hongkong, 12th July, 1905. [133]

DR. M. H. CHAUN.

**THE latest Method of the AMERICAN
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37, DES VŒUX ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th September, 1905. [2056]

SIEN TING.
SURGEON DENTIST.
No. 10, DAGUIAR STREET
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

**AUTOMATIC MAUSER
PISTOLS.**

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. 53

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FURNITURE STORE.**
PLATED GLASS AND CROCKERY
WARE, &c., &c.; and FOOCHOW
LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 21st September, 1903. [222]

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MERCHANT NAVY
NAVY BOILED
LONG FLAX
RELIANCE CROWN
TARPAULING.**
ARNHOLD, KARBURG & CO.,
Sole Agents.

QUAN WAI & CO.

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EXPORTERS AND CONTRACTORS.
Sole Agents of
QUAN TAI & CO., Lime Manufacturers.
All descriptions of
GRANITE AND MARBLE FOR EXPORT.
GRANITE AND MARBLE MONUMENTS
Prices & Estimates on Application.
No. 1, QUEEN'S ROAD EAST.
Hongkong, 17th January, 1905. [1682]

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HAVE NOW REMOVED TO THEIR

NEW STORE

IN CHATER ROAD AND ICE HOUSE STREET.

ENTRANCE IN ICE HOUSE STREET.

LANE, CRAWFORD & CO.

Hongkong, 5th September, 1905. [a36]

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AND PRINTING

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GOOD WORK,

PROMPT

RETURN

UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN

AT THE DISPOSAL OF AMATEURS.

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PHOTO GOODS STORE,

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Premises formerly occupied by Mr. FR. BLUNCK, Silk Lace Manufacturer,
NEXT DOOR to our FORMER ADDRESS.

Hongkong, 15th August, 1904. a59

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LAHMEYER ELECTRICAL CO., LD.**
LONDON,

**ELECTRIZITAETS ACTIEN GESELLSCHAFT VORM.
W. LAHMEYER & CO., FRANKFURT A/M.**

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—
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FOR FATIGUE OF MIND AND BODY, AND SLEEPLESSNESS.

ALL CLUB AND HOTEL BARS KEEP IT.

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CHEMISTS AND DRUGGISTS,

AND
AERATED WATER MANUFACTURERS,

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DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS
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GRAND FORMAT	...	Per Tin of	50	\$1.75
GOLD TIPPED	...	"	50	1.60
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Hongkong, 7th September, 1905. [a37]

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HAIG & HAIG, LD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Pea" WHISKIES at ... \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at ... \$22.00
Stop drinking rank, Smoky Stuff, because "it comes through the Soda."
Try HAIG & HAIG'S WHISKIES; pure, mellow matured, non-smoky, delicate flavor.
Once tried, preferred to all others. Sole Agents for Hongkong:
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ALL NEW GOODS IN STOCK.

A Tiptal Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.
Hongkong, 27th May, 1905. [a1299]

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Clowes' Naval Pocket Book	...	\$6.50	FRY'S MAGAZINE.
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Portuguese Dictionary, Small Pocket	...	3.00	WIDE WORLD MAGAZINE.
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The Daughter of Mause	...	1.75	Cassell's History of England, Part 26.
Hidden Treasures at the National Gallery;	Cassell's Great Pictures in Private Galleries;
a Selection of Studies and Drawings,	Part 20.
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Full Mail Holiday Number	...	0.40	(DEMON, SPECIAL DEMON, E.G.M., DOHERTY).
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Electric Ship Lighting, by Urquhart	...	5.90	3 SIZES.
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consisting of Eastman's Kodaks and Films, Miford Plates and Paper, Johnson's Chemicals,
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WINE & SPIRIT MERCHANTS,

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ESTABLISHED 1815.

	Per Case.
BRANDY ****	\$22.50
" ***	20.00
" **	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS'	
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THE LEADING MINERAL WATER OF THE EAST.

THE HIRANO MINERAL WATER CO., LD. KOBE.

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Hongkong, 16th August, 1905. [1905]

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S. MINAMI, Manager, Hongkong.

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FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 persons.

131 Bedrooms.

Elegantly Furnished Reception Rooms.

Private Bar and Billiard Rooms for Hotel

residents.

Hydraulic Lifts to each Floor.

Electric Lighting and Fans.

Every Comfort.

Ladies' Afternoon Tea Rooms.

Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES,
Acting Manager.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard-Rooms.

Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if

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Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the—
MANAGER.

Hongkong, 24th July, 1905. [a1729]

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A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.

Large and lofty Rooms, elegantly furnished
Hydraulic Elevator, hot and cold water
throughout.

Special Rates for Tourists.

Lunch Service for Guests.

For Terms, apply to the

MANAGER.

Hongkong, 31st October, 1902. [a4]

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HOTELS.

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the
Club Hotel and the Waverley Hotel
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.

Apply to—

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Hongkong, 7th October, 1904. [94]

"BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH
CHINA,
MACAO.

HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.

A most pleasant retreat for those desirous of
a few days rest and quiet.

Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.

Macao is 40 miles south-west of Hongkong
One steamer (s.s. Heungshan), daily to and
from Hongkong, and two steamers to and from
Canton, give easy communication with both
these centres.

Cable Address—"BOA VISTA."

For Terms, apply

THE MANAGER.

[a241]

VICTORIA HOTEL.

SHAM-EN-CANTON.

On the British Concession.

MACAO HOTEL.

MACAO, CHINA.

In the Centre of the Praya Grande.

Both Hotels under experienced European

Management.

Every Comfort and Convenience for Residents

and Tourists.

WM. FARMER,

Proprietor.

[a2045]

SUN FAT & CO.

MANUFACTURERS AND DEALERS IN

LADIES' AND CHILDREN'S

UNDERWEAR.

EMBROIDERIES, LACES, SILKS, PONGEES,

GRASS LINEN, SHAWLS, HANDKERCHIEFS,

BLANKETS, TOWELS.

EBONY FURNITURE AND FANCY GOODS.

No. 92, QUEEN'S ROAD CENTRAL.

Any Order Promptly Attended To.

Hongkong, 12th January, 1905.

of it is on Water Works due to the anticipated completion of the two large projects on hand, viz., those at Kowloon which add 200,000,000 gallons to the storage accommodation on that side of the water and those at Taitam Tuk (No. 1 Section) which add 184,000,000 gallons to the storage on this side. As we shall still be expending half a million dollars on the completion of these schemes in 1906 against \$750,000 estimated for 1905 I have decided to wait till the year 1907 before putting in hand the extended Taitam Tuk Scheme (No. 2 Section) which is to increase our storage accommodation on the Island by 1,200,000,000 gallons and will probably cost about \$1,000,000. On drainage works we propose to spend \$70,000 against \$75,000 in last year's estimate, and to commence the provision of drinking tanks, with regard to which papers have been laid on this table. On extension of Gas Lighting, the same small amount of \$2,500 is included. On Miscellaneous Works the expenditure is increased from \$55,600 to \$73,000, while on works under the Public Health and Buildings Ordinance it is reduced from \$170,000 to \$160,000. I may here mention that the Government are fully alive to the necessity for a continuous policy in the matter of assumptions of liability. Properly, as will be apparent to you from papers which will shortly be presented to you. On all the above sub-heads except Water Works you will observe that there is no great difference in the estimates for the two years. In the remaining two sub-heads, Buildings and Communications, it is otherwise. The amount proposed to be allotted to them in 1906 are \$880,000 and \$210,000 respectively against \$847,500 and \$205,000 in 1905. The reduction in buildings is due to the completion this year of the Bacteriological Institute, of the additional Police Station, of the Kowloon Disinfecting Station, and of the Gun Powder Depot on Green Island and the approaching completion of the additional Government Civil Hospital Staff Quarters, New Harbour Office, Yau-mai School, and Tai Po Officers Quarters. To the only new work of continuing importance to be put in hand in the year 1906 are the works which it has not yet been possible finally to decide on the site. In the matter of communications, which is one to which with greater knowledge of the Colony I attribute greater importance, I have little doubt but that the increase in the allotment will commend itself to the Council. For the railway to Canton I have included an amount, which in addition to completing the detailed survey (Appendix) will cover some preliminary expenses that it may be necessary to incur before I am in a position to say what will be the amount of the loan required for the whole work or to make proposals for providing interest on that loan. For the New Territories I have also made provision for roads that will be required in advance of and in connection with the railway. In Kowloon itself it is proposed to continue Reclamation Road—the main road of the district—through the hill on which it now subsides, and that I think will be of great importance in opening up new districts. On the Island provision is made for carrying Conduit Road West till it meets Magazine Gap Road and East to Victoria Battery. As regards telegraphic communications it has been thought desirable to improve those by which the approach of vessels to the port is communicated to the Harbour Office.

Including the Extraordinary Public Works, of which I have referred to the principal ones, the total estimate for the year 1906 is \$7,565,955 or \$118,237 less than the original estimate of \$7,684,192 for 1905, and \$101,905 less than the expenditure of \$7,686,097 for that year according to the revised estimate.

PROBABLE FINANCIAL POSITION ON 31st DECEMBER, 1906.

An estimated revenue of \$7,347,395 and an estimated expenditure of \$7,565,955 anticipates a surplus of \$180,440 or nearly \$300,000 on the year's working to provide for any unforeseen or only partly foreseen work which we may find it desirable to undertake during the year.

ALLOCATION OF EXPENDITURE.

When introducing the Estimates for 1905, I gave the percentage of the estimated expenditure which was allotted to each of the main branches of the Public Service. For 1906, the figures do not differ greatly from those for 1905. For Non-Service (votes 1 and 2) the percentage is 5.55 instead of 5.65; for General Administration including the Post Office (votes 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, and 20) it is 15.12 instead of 14.35; for Public Health (votes 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100) it is 11.15 against 11.01; for Public Instruction (votes 16 and 17) 2.73 against 2.69; for Public Order (votes 11 and 12) 13.41 against 12.73; for Defence (votes 21) 1.09 against 1.23; and for Public Works (votes 22) 31.94 against 34.33. It may interest Honourable Members to compare, in this respect, the estimated expenditure for 1906 with the actual expenditure 25 years ago, that is in 1881. In that year, which was previous to any public debt being incurred, 2.98 per cent. of the total expenditure was on account of non-effective charges against 5.06 per cent. estimated for 1906. For General Administration, which was 10.73 per cent. against 11.15 that is to say the establishment charges for the colony bore a much greater proportion than they do now to the value of the work done for its improvement. For Public Health the percentage of the total expenditure was 5.45, a percentage greater than in any previous year and in any subsequent year up to 1889 when it rose to 7.43. For 1906 it is estimated to be 11.15. The proportion of the total expenditure in 1881, when it was 21.77 per cent.; it is estimated for next year at 13.41 (Appendix). Only 11.07 per cent. of the total expenditure in 1881 was devoted to Defence. Next year the proportion which dates from some 10 years ago was not entirely at the disposal of the Colony but the Military Contribution fixed by ordinance can scarcely be regarded as an unreasonable payment for the Imperial Troops stationed at Hongkong, from whom the Colony derives some indirect as well as direct advantages. Finally, on Public Works, to which only 14.05 per cent. of the total expenditure was devoted in 1881, we propose to spend 31.94 per cent. in 1906, a not inconsiderable increase.

There is one point with regard to the Estimates for Expenditure to which it is necessary to revert as I fear Honourable Members may find it a little difficult to understand from the documents before them. Whereas a large number of the clerks are shown under the different classes of the Classification Scheme adopted in 1901, all those of the Post Office, except a few assigned to Exchange Commission, are shown under the Harbour Department, of the Magistracy with the exception of the Inspectors and of the Department of the Inspectors of Schools, and a few clerks in other Departments are shown under six grades. The grades represent a new scale of salaries which is being gradually introduced in place of the salaries under the old Classification Scheme,

complete adherence to which was not found possible. That scheme provided eight classes, of which the conditions of regard salary commencing with the lowest class were as follows:—Class VII—\$240 to \$420 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in eight years. Class VIII—\$480 to \$660 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in six years. Class IX—\$660 to \$840 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in four years. Class X—\$840 to \$1,020 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in three years. Class XI—\$1,020 to \$1,200 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in two years. Class XII—\$1,200 to \$1,380 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in one year. The two higher classes need not be considered as the appointments in them with one or two exceptions had been made prize appointments with sterling value. The defects of this system are as follows:—(1) The long period required to reach the maximum salary of the Class could be reached and enjoyed for one term in 12 years. Class XIII—\$1,380 to \$1,560 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in 10 years. Class XIV—\$1,560 to \$1,740 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in 8 years. Class XV—\$1,740 to \$1,920 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in 6 years. Class XVI—\$1,920 to \$2,100 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in 4 years. Class XVII—\$2,100 to \$2,280 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in 3 years. Class XVIII—\$2,280 to \$2,460 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in 2 years. Class XIX—\$2,460 to \$2,640 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in 1 year. The two higher classes need not be considered as the appointments in them with one or two exceptions had been made prize appointments with sterling value. The defects of this system are as follows:—(1) The long period required to reach the maximum salary of the Class could be reached and enjoyed for one term in 12 years. Class XX—\$2,640 to \$2,820 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in 10 years. Class XXI—\$2,820 to \$3,000 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in 8 years. Class XXII—\$3,000 to \$3,180 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in 6 years. Class XXIII—\$3,180 to \$3,360 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in 4 years. Class XXIV—\$3,360 to \$3,540 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in 3 years. Class XXV—\$3,540 to \$3,720 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in 2 years. Class XXVI—\$3,720 to \$3,900 by \$60 biennial increments, in which the maximum salary of the Class could be reached and enjoyed for one term in 1 year.

Period in which maximum salary could be reached and enjoyed for one term.

Grade.	Min.	Max.	Increm.	Period in which maximum salary could be reached and enjoyed for one term.
1st	\$240	\$420	\$60 annually	8 years
2nd	\$480	\$660	\$60 annually	6 years
3rd	\$660	\$840	\$60 annually	4 years
4th	\$840	\$1,020	\$60 annually	3 years
5th	\$1,020	\$1,200	\$60 annually	2 years
6th	\$1,200	\$1,380	\$60 annually	1 year

This scheme starts from the same minimum (\$240) as the existing classification scheme, but to a slightly lower maximum (\$2,460) in place of \$2,640. It provides the encouragement of annual instead of biennial increments in the three lower classes and while retaining the biennial increments in the upper classes doubles the amount of them. The maximum salary of each class is separated from the minimum salary of the class above it by the amount of one increment. The system offers to a young man with the necessary educational qualifications who joins either of the lowest classes the chance of fairly rapid promotion throughout his career. Of course there will be many cases of a clerk when he has reached the maximum salary of his grade not being considered suitable for promotion to a higher grade and being passed over by others of better qualifications when vacancies occur in the higher grades. This may tend to the disadvantage of the man leaving the Service but it will be better to occasionally lose those men who have proved themselves unsuited for promotion than to have constantly to accept the resignations of the best of the junior clerks. Theoretically I have no doubt that the grading scheme is an improvement on the Classification Scheme. But a more theoretical advantage would not have been sufficient justification for any change and certainly not for a change involving some increases in expenditure unless there were good reasons for believing that it would offset it a practical improvement. The practical need for the scheme was demonstrated to me by the fact that before my arrival a scheme had been submitted to the Secretary of State for a new system of salaries for the Post Office Staff, which differed not only from the system then in force but also from the Classification Scheme that had never been introduced into that office and that the grounds for this submission were that higher inducements were necessary to retain the services of the junior men in the Post Office where more clerks were employed than in any other of the Government Departments. My belief that the adoption of the scheme would effect a practical improvement is based on the success which a similar one had met with on the Gold Coast, where frequent changes in the subordinate staff were checked by the introduction of a logical and consecutive scale of salaries. The Secretary of State has left to my discretion the extension of the scheme which now first appears in the estimates as conventional opportunities occur for applying it to various Departments or in particular appointments. An extension of it which will introduce a logical basis into the scheme of sterling salaries is engaging my attention.

This systematization of salaries, involving in some cases increases to them, should tend to improve the personnel charged with the General Administration. At the same time I should be loath to see the proportion of establishment charges to the work done for developing the Colony again increase to anything like the old figures, and proposed additions to staff will be very carefully scrutinized. As business increases it is however necessary to allow some increase in establishments and to provide suitable accommodation for them, and I much look to the completion of the new buildings giving

the increased Post Office Staff a better chance of overcoming the special difficulties it has to contend with here. Passing from General Administration to the important Department of Public Health I can follow no better policy than that of my able predecessor who first enlisted the co-operation of the Chinese community in keeping clean this overcrowded city, a policy to which the steady decrease in the general death rate in late years can I think be attributed. The necessity for heavy expenditure was due to the necessity of meeting more satisfactorily employed in the prevention than the cure of disease, and I have accepted with willingness the suggestion of the Principal Civil Medical Officer or to transfer certain items which formerly appeared under special plague expenditure to the part of his estimates which provides for the permanent sanitary work. With regard to another means for improving the sanitary condition of the City of Victoria, viz., the assumption of the property, I intend to consistently follow the policy that was adopted before I came to the Colony. I may mention here a branch of the service whose work has some influence on the Public Health, the Botanical and Afforestation Department. More system is being introduced into the further afforestation of the Island, and the afforestation of Kowloon Roads, are to be undertaken on definite and continuous plans. Public Instruction, judging from its flickering history, as it has been clearly set forth in a paper written by the present Inspector of Schools for the Board of Education at home, is one of the most difficult Departments on which to frame a policy for Hongkong. In that paper Mr. Irving aptly compared the attempt to raise the standard of education of the Colony with its constantly changing population to an attempt to raise the educational level of a "Charing Cross Hotel." On the whole I am disposed to the belief that greater good will be attained by giving a sound Western Education to a moderate proportion of the boys who come to us for it than by imparting a smattering of English and Western knowledge to a large number who, left to themselves, would probably pick up as much of it as they require for the purpose of going on to shops, offices and would in any event receive the Chinese training which few of the Cantonese allow their children to lack. For the maintenance of Public Order a good system of police which I should be sorry materially to alter. In our peculiar situation close to the most populous City of China we cannot allow aliens to settle in our midst if they prove themselves to belong or give strong grounds for the presumption that they belong to the criminal class. We must also keep a Police Force much larger than is required in Colonies differently situated and maintain a strong British element in that Force. Further we must, with regard to the 100,000 inhabitants in the corner of rural China that has in recent years come under our jurisdiction, maintain a somewhat paternal rule and prevent the dissatisfaction which would arise if harassing legal proceedings with reference to their petty land affairs were to be pursued by expression by Xanana runners. The question of the maintenance of internal order leads naturally to that of defence. 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NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, and should be accompanied by the cash or by a remittance order for cash. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: PRESS, CODES: A.B.O., 5th E. Lieber's.

P.O. Box, 33. Telephone No 12

NEW ADVERTISEMENTS

NOTICE.

A SERIES of TRIPLE SUPPERS will be served at the KOWLOON HOTEL, commencing from FRIDAY, the 8th inst., 10 P.M.

Hongkong, 8th September, 1905. [2080]

TO LET—FURNISHED.

"LIGONELL" Near Peak Train Station. Immediate Possession.

Apply to—S. J. DAVID & CO.

Hongkong, 8th September, 1905. [2081]

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction

TO-MORROW (SATURDAY), the 9th September, 1905, at 2.30 P.M., at his Sales Rooms, Queen's Road, Kowloon.

HANDSOME TEAKWOOD FURNITURE, B. BACKWOOD STANDS, TYPEWRITER, BICYCLE, and COOKING STOVE.

One COLLARD & COLLARD COTTAGE PIANO in very good condition.

Also

A FEW VERY OLD SPECIMENS OF CHINA.

Of the Kinloong, Hongkong and Soon Tak Dynasties.

Apply to—S. J. DAVID & CO.

Hongkong, 8th September, 1905. [2082]

TERMS OF SALE.—As Customary.

V. I. REMEDIOS, Auctioneer.

Hongkong, 8th September, 1905. [2082]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"HAIMUN,"

Captain A. J. Robson, will be despatched for the above ports TO-DAY, the 8th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS STEAMSHIP COMPANY, Limited.

Hongkong, 7th September, 1905. [2079]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo—

From London, &c., ex s.s. India and Persia.

From Australia, ex s.s. Moldavia.

From Calcutta, ex s.s. Manilla.

From Persian Gulf ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 13th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

L. S. LEWIS, Acting Superintendent.

Hongkong, 7th September, 1905. [1]

OCEAN STEAMSHIP COMPANY, LIMITED.

AND

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"TEENKAL,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown ex and after the 10th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, damaged, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 14th inst.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 17th inst., or they will not be recognized. No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 7th September, 1905. [2010]

REQUIRED by a FIRST-CLASS

MERCANTILE HOUSE in Hongkong an Experienced Man of business to act as COMPRODORE. Good references and substantial securities required.

Apply in writing to

Messrs. JOHNSON, STOKES & MASTER, 8, Des Vaux Road Central.

Hongkong, 4th September, 1905. [2050]

NOTICE.

THE Undersigned invite applications for the post of COMPRODORE to an old and well established Bank. Applications to be in writing and to state qualifications and age of applicant. The highest references required.

No one need apply unless he is an experienced man of business and prepared to give substantial security.

Apply to—

JOHNSON, STOKES & MASTER, Hongkong, 21st August, 1905. [1934]

INTIMATIONS.

THEATRE ROYAL.

Lessee and Manager, Mr. W. HOLLINWORTH

TO-NIGHT!

Doors Open at 8 P.M. Commence at 9 Sharp.

GRAND CHANGE OF PROGRAMME.

LAST TWO NIGHTS!

SATURDAY, VICE REGAL NIGHT.

Under the direct patronage of His Excellency the GOVERNOR, SIR MATTHEW NATHAN, K.C.M.G.

THE FAMOUS

GAITY STARS

POINTE VAUDEVILLE.

ONLY ONE OPINION:

THE BEST SHOW YET SEEN IN HONGKONG.

Special late Trains to Peak and elsewhere.

BOX PLAN AT THE ROBINSON PIANO COMPANY.

Price: \$3, \$2 & \$1.

MATINEE SATURDAY AT 3.

Children all parts 50 cents.

Hongkong, 8th September, 1905. [2051]

E. R.

VICTORIA BRITISH SCHOOL.

THE School RE-OPENS on MONDAY next, 11th SEPTEMBER. Admission strictly limited to Children of EUROPEAN BRITISH SUBJECTS.

For forms of application, apply to THE HEADMASTER.

Hongkong, 7th September, 1905. [2073]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

FOR ACCOUNT OF THE CONCERNED,

TO-MORROW (SATURDAY),

the 9th September, 1905, at 2.30 P.M., at their

SALES ROOMS, No. 3, Des Vaux Road

(Corner of Lee House Street).

SUNDRY HOUSEHOLD FURNITURE,

including a Drawing Room Suite, Double Brass

Bedsteads with Wire Mattresses, Teakwood

Wardrobes and Dressing Tables with Bevelled Glass,

Marble-top Washstands, Card Table, Teakwood

Overmantels with Bevelled Glass, Glass

Crockery and E.P. Ware, Dining Table and Chairs,

Cooking Stoves and Utensils, &c., &c., &c.

Also

2 BILLIARD TABLES, 2 TYPEWRITERS and One PIANO.

TERMS.—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 7th September, 1905. [2074]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,

On TUESDAY and WEDNESDAY, (the 12th and 13th September, 1905, at 10 A.M.

each day, at H. M. NAVAL YARD, SUNDRY NAVAL VICTUALLING,

OBsolete and CONDEMNED STORES,

Comprising:—

BOATS' ENGINES and BOILERS, OLD

CABLE CHAIN, ELECTRIC CABLE, STEEL WIRE

HAWERS, BRASS, COPPER, IRON, MANGANESE BRONZE,

PAPER-STUFF, CANVAS, FURTURE, BLANKETS, PROVISIONS, IMPLE-

MENTS, CLOTHING MATERIALS, CASK STAVES, 1,000 HAT RIBBONS,

(labeled "Sparrowhawk," "Humber," and "Tweed.")

Catalogues will be issued.

TERMS OF SALE.—As Customary.

HUGHES & HOUGH, Government Auctioneers.

Hongkong, 5th September, 1905. [2063]

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING.

DAILY PRESS' OFFICE.

The only office in China having European taught workmen Equal to Home work.

IRON MERCHANTS.

SINGON & CO.,

Iron, Steel, Metal and Hardware Merchants, Wholesale and Retail

Ironmongers, Pig Iron and Foundry, Coke Importers, General Store-

keepers and Commission Agents, 35 & 37, Hing Loong Street,

(1st Street, West of Central Market).

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.

Bromide and Crayon Enlargements and also colouring Photos and relief Photos.

Views of China and Manila. Work done for Amateurs; No. 3A, Queen's Road Central.

PRINTING.

"DAILY PRESS" OFFICE.

Proofs read by Englishmen.

STOREKEEPERS

BISMARCK & CO.,

Naval Contractors, Ship Chandeliers, Provision and Coal Merchants, Sail-

makers, &c. Fresh Water supplied to Vessels in the Harbour

KWONG SANG & CO.,

Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers

Tools, Metal, Iron and Steel Merchants, 57 & 59, Connaught Road, New

Praya Central

INSURANCES

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO. 13

Hongkong, 1st January, 1904.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

REUTER, BROCKELMANN & CO. Agents.

Hongkong, 21st April, 1897. [181]

NOTICE.

THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, is a PURELY British Insurance Company. Head Office: London. Established in London in 1861.

W. H. TRENCHARD DAVIS, Branch Manager and Underwriter, Hongkong.

Hongkong, 31st August, 1905. [2032]

NORTH BRITISH AND MERCANTILE FIRE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1904, £17,161,293

I. AUTHORIZED CAPITAL, £3,000,000

SUBSCRIBED CAPITAL, £2,750,000

PAY-UP CAPITAL, £87,500 0 0

II. FUND FUNDS, £3,061,234 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at current rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 30th June, 1905. [1567]

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

WITH Private Family suitable for Gentlemen. Good Locality; Central. Tennis; Hongkong.

Apply to—G. L., Care of "Daily Press" Office.

Hongkong, 19th August, 1905. [1921]

FIRST-CLASS BOARD & RESIDENCE AT "BRAESIDE"

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well

Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate.

Apply to—Mrs. F. W. WATTS, "Braeside," 20, Macdonnell Road, (late of "Tang Yuen").

Hongkong, 27th June, 1905. [1545]

BOARD AND RESIDENCE.

MRS. GILLANDERS

"GLENWOOD," 27, CAINE ROAD.

Hongkong, 19th March, 1904. [761]

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.

Call Flag W. J. W. KEW, Manager, Hotel Mansions, 3rd Floor.

Hongkong, 8th August, 1905. [1433]

TO LET

TO LET.

A WELL-FURNISHED ROOM, with Bath and Verandah to let, with B and, in a private English family. Magnificent View of Harbour.

Apply to—ALPHA, Care of "Daily Press" Office.

Hongkong, 4th September, 1905. [2052]

TO LET.

NO. 15, KNUTSFORD TERRACE, KOWLOON.

Apply to—THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.

Hongkong, 6th September, 1905. [2059]

TO LET.

THE First-floor of YORK BUILDINGS (Opposite Messrs. GATF & Co.) For Offices.

Apply to—KELLY & WALSH, LD.

Hongkong, 4th September, 1905. [2051]

TO LET.

SUITABLE for Offices, TWO ROOMS in Prince's Building.

Apply to—LAUTS, WEGENER & CO.

Hongkong, 4th March, 1905.

TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to—CHUNG SHUN KO, First Floor, No. 10, Queen's Road Central.

Hongkong, 19th July, 1905. [52]

TO LET.

WITH IMMEDIATE POSSESSION "FOREST LODGE" Caine Road.

Apply to—H. N. MODY.

Hongkong, 2nd May 1905. [1114]

TO LET.

NOS. 4 & 5, OBSERVATORY VILLAS, KOWLOON. Five Roomed Houses

Tennis Court.

Apply to—ARRATON V. APCAR & CO., 45, Wyndham Street.

Hongkong, 18th June, 1905. [1434]

TO LET

TO LET.

DWELLING HOUSES on Pedder's Hill. Immediate possession.

A ROOM in COLLEGE CHAMBERS. Immediate possession.

SPACIOUS GODOWNS, formerly known as McGregor Barracks, fronting the Praya. 2nd FLOOR of No. 6, DES VEAUX ROAD CENTRAL, formerly occupied by the Standard Oil Co. of New York.

Apply to—DAVID SASSOON & CO., LD.

Hongkong, 2nd September, 1905. [2044]

TO LET.

THE PREMISES at present occupied by THE ROBINSON PIANO CO. Possession, November 1st. For particulars, apply to—W. BREWER & CO., Queen's Road.

Hongkong, 6th September, 1905. [1949]

TO LET.

NEW EUROPEAN HOUSES in Cameron and Des Vaux Roads, Kowloon. Electrical Fittings for Lights, &c. Possession about 1st August next.

Apply to—CHINA MERCHANTS' STEAM NAVIGATION CO., 15 & 16, Praya West, Hongkong.

Hongkong, 19th July, 1905. [194]

TO LET.

HOUSES Nos. 47, 48, 49 & 50, ELGIN ROAD, KOWLOON, Residential Flats with Sitting-Room, Bed-Room, Bath-Room, Fireplaces, Gas Fittings, &c. entirely European style. Rental very moderate. Possession 1st August, 1905. Apply to—CHINA MERCHANTS' S. N. CO., 15 & 16, Praya West, Hongkong.

Hongkong, 6th July, 1905. [2071]

TO LET.

NO. 11, GAGE STREET, Eight Rooms, from 1st June, 1905.

Apply to—E. A. DE CARVALHO, 14, Arbuthnot Road.

Hongkong, 13th May, 1905. [1119]

TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to—HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 25th June, 1905. [1539]

TO LET.

NO. 74, CAINE ROAD.

Apply to—COMPRODORE'S DEPARTMENT, Nippon Yusen Kaisha.

Hongkong, 3rd June, 1905. [84]

TO BE LET.

ONE or TWO ROOMS, as Offices or Bed-rooms, in Des Vaux Road, Central position. Light and Airy.

Apply to—"M," Care of "Daily Press" Office.

Hongkong, 15th August, 1905. [1890]

TO LET.

SHOP and FIRST FLOOR in MANSION BUILDING (approaching completion) next door to Messrs. KUTZ & Co.

Apply to—MACLEWEN, FRICKEL & CO.

Hongkong, 15th August, 1905. [1899]

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—H

DO YOU KNOW THIS?

SOMETHING WORTH REMEMBERING.

Indigestion or Dyspepsia is caused by the inability of the stomach to supply the proper gastric juices to act on the food and digest it. Constipation is the result of poor stomach digestion which prevents the bowels from moving regularly.

Flatulency is caused by bad stomach digestion which permits the foods to ferment and causes large quantities of gas to form.

Heartburn is also caused by acid fermentation in the stomach.

Biliousness comes from in-action of the liver which throws the bile into the stomach and interferes with its natural muscular action.

Rheumatism and Gout cannot occur except when there is an excess of uric acid in the blood. Uric acid is produced when acid fermentation takes place in the stomach, instead of normal digestion.

Pimples and blotches come from impure blood, pure blood can only come from a healthy stomach.

It will be observed that all these ills arise from a disordered condition of the stomach.

The question arises how shall the stomach be kept healthy to avoid these ills?

The answer is simple, by the use of Abbey's Effervescent Salt, the ideal tonic laxative and stomach regulator.

We make the positive assertion that Abbey's Salt is superior to any other saline or drastic harsh medicine for stomach, bowel, liver and kidney troubles. Abbey's Salt is superior because it is the intelligent result of years of experience and improvement in the manufacture of salines; where others have a dead still Abbey's Salt has progressed, it looks different, it is made different, it tastes different, and it acts gently, promptly, and surely.

Abbey's Salt absolutely corrects all disorders of the stomach, it keeps the liver active, the bowels regular, and the blood pure. As a pleasant, cooling, invigorating drink it is unsurpassed. When in need be sure to buy Abbey's Salt.

Sold in two sizes by all Chemists or Stores and by WATKINS, Limited, and A. S. WATSON, Limited, of Hongkong.

THE ABBEY FRUIT SALTINE COMPANY, Limited, 144 Queen Victoria Street, London, E.C. England. [1243-1]

CORRESPONDENCE.

AN ALLEGATION.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 8th September.

SIR,—Are not these Indian Constables allowed too much licence in the performance of their duty?

To-day there was apparently a little trouble in the Naval Yard and a coolie was arrested.

The Indian Constable, who had the coolie in custody, was walking on his left side with the coolie's queue in his right hand, when, without any cause whatsoever, the constable deliberately took the coolie's queue in his left hand and struck him with his right.

I, unfortunately, was too busy in my office to leave it, otherwise I should have gone to the police station and laid a complaint against the constable. Yours truly,

CITIZEN.

"Citizen" answers his own question. He knows that Indian constables are not allowed too much licence, or he would not have thought of laying a complaint. If he is sure of his grounds, he should have written direct to the Police authorities, and saved time. It would have been time enough to appeal to the Press when, rather than the authorities, had received his complaint. We fear that humanitarians are sometimes fonder of talk than of work.—ED.

THE CHINA ASSOCIATION.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I read the special article in the Daily Press to-day (the 5th) on the China Association with much interest. The writer concluded by remarking that the Shanghai branch has become moribund and that the Hongkong branch will doubtless go the same way. I would like to inquire whether in fact the Hongkong branch has not already gone the same way? How many meetings of the members have been held during the last three years, say? There is not an annual dinner even to remind us that there is a Hongkong branch of the Association.

When we read the speeches made by responsible Ministers in Parliament and observe how blithely ignorant they appear to be of the obstructions to free commerce in China, one cannot help thinking that were the branches of the China Association out here as vigorous and as pushful as they might be, the millennium foreshadowed by the Mackay Treaty would dawn a great deal sooner than we can at present hope for.—Yours,

OUTIS.

CASHMERE AND INDIA.

The bestowal of fuller governing powers on the ruler of Cashmere has considerable importance. Some years ago, his Royal prerogatives had to be diminished, as the Court showed something of a disposition to coquet with St. Petersburg. As a result of this, a very difficult one—from the Russian frontier passes through the Happy Valley, this dangerous alliance had to be stopped instantly. Happily, there was little or no alarm at the bold stroke among the other native potentates in India; their recognition of the Maharajah's incipient dispossession was as quick as their perception of the impracticability of locking every door giving ingress to the Cossack. Since that day, however, the Maharajah has completely parried the offence by unblemished loyalty, and were the Musscovite to attempt any underground negotiations at Serinagar the individuals entrusted with the mission would have a very bad time there, before they were handed over to the Calcutta Government. Information has even reached us through private channels that something of the sort occurred not very long ago, but Lord Curzon did not care to be bothered with an international complication, consequently, nothing was done.

Pass to the Boof of the World. Reconciliation between the Suzerain and the vassal States being thus accomplished, it would have been as unjust as impolitic to continue the humiliation of the mountain State now that it has afforded repeated proofs of loyalty.—Globe.

POLICE COURT.

Thursday, 7th September.

BEFORE MR. F. A. HAZELAND (FIRST POLICE MAGISTRATE).

BOY'S EXTENSIVE THEFT.

Ng Kan, a diminutive boy of 13 years of age, was brought up in custody charged with stealing a box containing money and jewellery from the house, 36 Pottinger Street, on September 6th. The facts, as disclosed by Inspector Gouley, were that the complainant, Wu Yut Sum, went out, leaving the box containing the valuables in a drawer. On her return she found that the box had disappeared, but on entering the kitchen she saw the boy attempting to leave with the box in his hand. When questioned he said he had been told by a woman, whom he did not know, to get the box for her.

His Worship said he did not like to send so young a boy to goal and ordered him to be flogged. He also advised the mother to have the boy removed from the Colony.

JAMBLERS.

Twenty five coolies were charged with gambling—the accommodation of the court being taxed to admit of their being arraigned before his Worship. The offences took place at a shipping yard at Yau-mai.

Inspector Robertson, who had charge of the case, said that as he approached the defendants the alarm was given and they attempted to run away. They were, however, surrounded by the Chinese constables and arrested.

The first four defendants were fined \$100 each or two months' hard labour, and the remainder 82 each or seven days' imprisonment.

REMOVING SAND.

Four coolies were convicted of removing sand from the foreshore. The first was fined \$75 and the others \$50 each.

MARINE COURT.

Thursday, September 7th.

BEFORE MR. BASIL H. TAYLOR (MARINE MAGISTRATE).

Twelve of the crew of the British sailing ship *Andromeda* were charged by the master, Captain R. J. Deeks, with continued wilful disobedience to lawful commands on board the said ship, since 5th September, in Victoria Harbour. The defendants were British, American, Canadian, German, Swedish and Finnish.

Captain Deeks deposed that at 8 a.m. on the 5th inst. the ship's officers went forward to turn the men to work and they refused to obey. Witness went forward himself at 8 a.m. and ordered the men to turn to work but they again refused. McNaughton the twelfth defendant said he had a complaint to make but did not make any to witness who went forward. The men did no work on the previous day. They ought to have rigged stages and cleaned the ship's sides. At 6 a.m. on the 6th inst. the chief officer again called upon the men to turn to work and they again refused. Witness did not see them then, but the chief officer reported the matter to him and he went to the police station at 9 a.m. and made a report. Subsequently the men were arrested.

Corcoran, the third defendant, asked witness why he did not let them see the magistrate on the 5th inst., and received the answer that no such request was made to him.

Stormer, seventh defendant—Why did you delay in hoisting the police flag?

Witness—Because I thought you would come to your senses.

Windon, sixth defendant—Why did you not let me see the doctor when he came on board?

Witness—I was not on board.

McNaughton, twelfth defendant—Did I not ask you yesterday to allow me to see the shipping master?

Witness—No.

H. G. Park, second mate, gave corroborative evidence, adding that defendants demanded to see an official, McNaughton being their spokesman. They gave no reason for their request, and witness knew of no grounds for complaint from the men.

A. G. Price, third mate, corroborated.

K. Gilmore, apprentice, said he knew of no reasonable cause for complaint on the part of the men.

H. Kook, first defendant, stated that he asked leave to go ashore on the evening of the 4th inst. but was refused. Next he made a similar request and was refused.

The second defendant made a similar statement. He further asserted that the officers had been ill-treating them all the way from New York to Hongkong, striking and abusing them. For that reason they wanted to see an official to complain to him, but the master would not allow them to go.

Hearing adjourned till this morning (Friday).

WIRELESS TELEGRAPHY A CHINESE MONOPOLY.

We learn from an authoritative source, says the *N. C. Daily News*, that the Throne has sanctioned the recommendation of their Excellencies Viceroy Yuan Shih-kai of Tientsin, Director-General of Telegraphs, and Wu Ching-shi, Vice-Director-General of Telegraphs, to make the construction henceforth of telephones and wireless telegraph stations within the dominions of the Emperor of China a monopoly of the Imperial Chinese Government, whereby permission must first be obtained from the authorities before an outsider can be allowed to establish either of them. Telephones already established within the limits of the foreign settlement of Treaty ports are not included in the above restriction. We understand that the joint memorial of their Excellencies was handed to their Majesties on the 4th of the current month of August, and the Imperial Rescript granting their Excellencies' recommendation was issued on the 9th instant, with instructions to the Waiwupu to put it on record.

SUPREME COURT.

Thursday, 7th September.

IN ORIGINAL JURISDICTION.

BEFORE SIR F. T. PIGGOTT (CHIEF JUSTICE).

H. SCHWIER AND OTHERS v. W. VON UFFEL.

The following issues of law were submitted for his Lordship's decision in this case:—(1) Whether the jurisdiction of this Honourable Court to decide this action is or is not ousted by the term of the partnership agreement which was entered into between the plaintiffs and the defendant. (2) Whether the plaintiffs' claim in this action is or is not *res judicata*. (3) Whether the continuance of these present proceedings by the plaintiffs against the defendant are or are not vexatious and embarrassing to the defendant, and an abuse of the process of the Court.

Mr. E. H. Sharp, K.C., instructed by Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) represented the plaintiffs, and Mr. H. E. Pollock, K.C., instructed by Mr. Harcourt-house (of Messrs. Denys and Bowley) appeared for the defendant.

After hearing further argument his Lordship reserved his decision.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

NGAI LUM v. KWONG TAN CHEONG.

The plaintiffs claimed the sum of \$357.17, balance due for work done and material supplied to the defendant.

Mr. P. W. Goldring (of Messrs. Bratton, Hett and Goldring) appeared for the plaintiff, and Mr. C. E. H. Bevis (of Messrs. Wilkinson and Grist) represented the defendant.

Mr. Goldring stated that he had supplied the defendant with particulars of claim, and the defendant had served a notice of set-off, and paid into Court the sum of 37 cents, being the difference between the amount of the set-off and the amount claimed. That the plaintiffs could not accept, and as the defendant admitted the account, the question really in dispute was the set-off.

His Lordship—Is that so, Mr. Bevis?

Mr. Bevis—Yes, my Lord, but I have one objection to raise. My friend is bringing an action on behalf of a firm, and under Section 484 of the Code the plaintiffs or their solicitor shall, on application in writing, forthwith declare the names and addresses of the partners of the plaintiff firm. I have applied to my friend for such names and addresses, but they have not been supplied.

His Lordship—The writ has been issued since 17th July, why didn't you take this preliminary objection long ago?

Mr. Goldring—I know the names of the partners, but do not know their addresses. The object of my friend's application is with regard to costs. I have a considerable sum of money in my hands and will undertake to pay them.

His Lordship—What they are applying for are the names and addresses.

Mr. Goldring—I have got the names, my Lord.

His Lordship—But the addresses?

Mr. Goldring—I cannot get them.

His Lordship—Well, I must adjourn the case, and if you do not supply them by to-morrow, on their application I will non-suit the case.

Mr. Goldring—If your Lordship will hear me a little further.

His Lordship—It is no good trying to argue, Mr. Goldring. The law says you must give the addresses.

Mr. Goldring—What particulars must I give?

His Lordship—If you give addresses in the interior of China they will ask for costs, I suppose.

Mr. Goldring—I have given them a guarantee for costs.

His Lordship—You must give them written notice by to-morrow.

Mr. Goldring—I can do it now.

His Lordship—Why didn't you do it before? Supply it by to-morrow. Until then the case is adjourned.

CANTON.

(FROM OUR CORRESPONDENT.)

Canton, 6th September.

THE ITALIAN STEAMER "DOMINICO" LOST.

News has been received by Messrs. V. P. Musso & Co. here, that their steamer *Dominico* which left Canton for Saiting on the 31st ult. was wrecked on the night of the 2nd inst. It is said that she ran on a rock at Tai Wok near Chak Po, and sank in deep water, and only a very small portion of her funnel is above water. Captain Corack and the crew of the steamer left Kowloon for Hongkong yesterday. Fortunately no lives were lost. I hear that the *Dominico* was insured with the Union Insurance Society of Canton, Limited, for the sum of \$25,000.

NEW NAM HOI.

I hear that Chan Pak Hui, who was lately appointed by Viceroy Shum to be acting Nam Hoi Magistrate, arrived here this morning. Sit Wing Nin has already taken up Mr. Chan's position in Sun Wei. Chan Pak Hui will relieve Wu Ming Poon on the 15th instant, that is two days after the moon festival. It will, however, be to the new magistrate's advantage not to take up the position before the moon festival, and should he do so he will have to spend a considerable sum of money for "presents" to all the local officials above his rank on account of this important festival.

LI PAK HOI'S EXTRADITION.

Li Pak Hoi, a petty military officer under Admiral Li Tsun, deserted from the army some time ago. The military authorities discovered that he took refuge in Hongkong whereupon the Chinese Government communicated with the British authorities in Hongkong and caused him to be arrested and applied for his rendition. For a long time the local authorities did not receive any definite news from Hongkong as to whether the British Government could surrender the prisoner or not. Kwan Tak Chung, a military officer in Honam, has been deputed to go to Hongkong to bring the prisoner back to Canton if the Hongkong Government should surrender him. In the meantime, it is said that Li Pak Hoi has sent a petition to Admiral Li Tsun in which it is stated that he desired having absconded to Hongkong, but admitted that he did not apply for leave of absence to go abroad; that he is now willing to be taken back to Canton and be punished according to the Chinese laws, and that he does not desire to remain any longer in the Hongkong prison.

I might mention that Li Pak Hoi was formerly a pirate chief, and it was Admiral Li Tsun who invited him to surrender and swear allegiance to the Chinese Government.

VICEROY'S SPECIAL DOCTOR.

Viceroy Shum has received a private telegram from Shanghai that the celebrated Chinese doctor, Chan Lin Fong, whom he had summoned by telegram, left Shanghai on the 5th inst. and is expected to reach Canton on the 10th inst.

IMPERIAL EDICT.

An Imperial Edict (by cable) has been received by the local authorities, stating that commencing from next year there will be no more triennial examinations.

STRANGE STORY OF THE BOYCOTT.

An American correspondent says:—The revival of the anti-American movement in China is beginning to attract close attention outside trade circles. The boycott is said to increase daily in severity, and it is predicted that diplomatic trouble will result before long, despite the apparent earnestness with which the Chinese Government repudiate liability for and sympathy with the movement. Some of the newspapers here, which have hitherto been on the brain, allege that the boycott, so far from being a spontaneous agitation by the Chinese themselves, was engineered in this country by the great capitalists, who desire, above all things, an unlimited supply of cheap coolie labour. The idea was, by means of the boycott, to frighten the Federal Government into yielding to China in the matter of the Exclusion Bill.

The American capitalists, so the story goes, wrote to their agents in China, and the boycott commenced soon afterwards. President Roosevelt showed that he was amenable to this form of coercion, and the Chinese themselves took up the agitation in earnest, hoisting the capitalist engineers with their own pistols. The suggestion is a fantastic one, and a fair sample of the lengths to which San Francisco journalists will go.

GREGOR & CO.,

34, QUEEN'S ROAD CENTRAL, 1ST FLOOR.

LIQUEURS

FROM

MARIE BRIZARD & ROGER, BORDEAUX.

AWARDS:

THE HIGHEST WHEREVER EXHIBITED.

[45-1]

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

MELLIN'S FOOD is free from Starch.
It is prepared in a similar to Breast Milk.

MELLIN'S FOOD, BARNES, ENGLAND.

BRITISH TROPICAL TRADE.

It has long been a reproach to British commercial enterprise that while France, Germany, and Belgium have continuously employed scientific methods for the development of trade with tropical countries—England, the most deeply interested of all, has remained content with chance information. Liverpool assures every result, therefore, for a determined effort to obliterate that reproach. That excellent local organization, the Institute of Tropical Research, has just started a fund for the purpose, and judging from the large subscriptions already promised, there should be no financial obstacles to real success. Two wealthy members have each undertaken to provide £1,000 per annum for four years, and it is anticipated that others will follow their patriotic example to a substantial extent. The programme of inquiry covers a very wide area, including statistics, botany, zoology, chemistry, hygiene, and sanitation. But the main object is, as we interpret the prospectus, to place within reach of the commercial world a mass of authentic information, all bearing more or less on trade in its more practical aspects. When this is supplied, as should happen before long, the British merchant will be in a much better position to cope with tropical custom against his prying Continental rivals. And it is a pleasant reflection, in its way, that while they are helped financially out of State coffers, the British taxpayer will not have to disburse a single farthing for the Liverpool scheme of inquiry.—Globe.

THE SPANISH CONSUL AT SHANGHAI.

MISCHIEVOUS PRACTICES.

If the facts are as indicated in the following letter to the *N. C. Daily News*, there will soon have to be diplomatic intervention. The letter speaks for itself.—Sir, I think the attention of the public should be called to a practice which, if allowed by the Chinese authorities to proceed unchecked, may lead to very grave abuses. The practice I refer to is that which is apparently being adopted by the Spanish Consul of granting to those Chinese subjects who choose to submit to Spanish jurisdiction certain Chinese subjects. For instance, a Chinese subject desirous of bringing a lawsuit against other Chinese subjects, before doing so he signs a submission to Spanish jurisdiction, and then obtains from the Spanish Consulate a certificate of protection; the Spanish protégé then commences his suit in the Mixed Court and claims to have it heard before a Spanish Assessor, in which claim he is supported by the Spanish Consul. Whether this privilege of getting Spanish Consular protection can only be obtained by payment of fees I do not know, though I can hardly suppose it can be got for nothing, but certainly it seems to be an ordinary person like myself that the granting of these certificates is absolutely unwarranted and is a very serious interference with the rights of the Chinese authorities over their own subjects. A Chinese subject has his own officials to protect him. Whom is it then that he is to be protected against? Or does the Spanish Consul claim the right to afford protection to Chinese subjects against their own officials and against the laws of their own country?

As far as I have been able to ascertain there is nothing in the Treaties between the Foreign Powers and China which gives the Spanish Consul or for the matter of that, any other foreign Consul, this right. By what right, therefore, does the Consul claim to exercise this power? So long as a Chinese subject continues to reside in his own native country, how can he, without being guilty of what is practically treason to his country, submit himself to the jurisdiction of a foreign country, and place himself under the protection of a foreign State? I understand that these so-called certificates of protection are only available for one year but can be renewed on payment of a small annual fee. What happens if the certificate is not renewed? Does the person in a state, so to speak, of suspended animation between the Chinese and Spanish jurisdictions? Again, supposing one of these protégés happens to die while his certificate of protection remains in force, does his property devolve according to Chinese law, or does it come under the jurisdiction of the Spanish Consul?

Perhaps some of your readers who are more familiar than I am with International Law will be able to satisfy my curiosity on these points, I am, etc.,

J. C. HANSON.

30th August.

ENGLAND AND GERMANY.

ANGLOPHOBIC OUTBURST.

The religious paper *Reichshote*, which has acquired European notoriety by its article on the "closing of the Baltic," has again come forward with an article, in which the probability of war with England is discussed with remarkable fulness and freedom. Despite all the attempts made in official and semi-official quarters to lessen the disquietude throughout the country, the situation, according to this Conservative organ, is exceedingly serious, as, apparently, England is bent on crushing her rival Germany. The *Reichshote* bids England remember that Germany, even though defeated, would inflict serious loss on her victor, and then the United States would easily secure the position of first naval power. This position, once lost by England could never be regained. A war with Germany would be the signal for trouble in India, Afghanistan, Persia, Egypt, and Central Africa. The Achilles heel of England is to be found in India. Besides, let England consider, says the *Reichshote*, that on the day when war breaks out between Great Britain and Germany, Germany will oblige France to conclude an offensive and defensive alliance with her, and for all the losses incurred, Germany will make France pay the bill. The *Reichshote*, according to the *Reichshote*, is that while there is still time let Germany sharpen her sword on land as on sea. From recent occurrences one lesson, at any rate, may be drawn—viz., that no sacrifice is to great to strengthen the defenses of the Fatherland. May Germany, it prays, possess a united, strong, devout, and reliable people when this day comes, prepared joyfully to follow the call of their Kaiser in defence of their beloved country. The *Reichshote* declares that it echoes the opinions of the German nation, at any rate, of its best elements.

It is extremely difficult to explain the rancorous attitude of this journal, and many others which take their cue from it. The *Reichshote* is regarded as the organ of the German Lutheran Church. It is found in every manse throughout the country, but instead of preaching peace and good will, instead of seeking to draw together two nations, with much in common, at any rate with a common Protestant religion, it has done many times over in the last few years to embitter their relations, and to render futile the attempts which have been made by the best spirits on both sides of the North Sea to induce the British and German peoples to live in friendship and concord.

AN INLAND SQUADRON.

NAVAL INGENUITY IN CHINA.

The *Daily Graphic* of August 4th gives a picture of H. M. S. *Woodlark*, with the following comments:—

Away up the majestic river Yangtsze Kiang in China, 1,600 miles from the coast, stands the great city of Chung King, in the province of Szechuen, off which is stationed a small British squadron of river gunboats, consisting of H. M. ships *Widgeon*, *Woodcock*, and *Woodlark*. They are there for the protection of British residents in this far Western province of the Great Flowery Land. As difficult, risk, and expense would be incurred in sending any of these gunboats to Shanghai for docking purposes, the officers in charge had a "grid," or flat dock, constructed upon a large sandbank near to which the vessels are moored. The device has proved a great success.

The level of the Yangtsze is at zero between the months of December and March, but in April and May the river rises and falls to the extent of from six to ten feet at irregular intervals, owing to the spring rains. It was during one of these irregular rises that the *Woodlark*, which required to be docked, was warped immediately above the "grid," and as soon as the inevitable fall took place she settled firmly upon it, and now, being high and dry, is receiving a thorough overhauling, and having her boilers retubed by her own engine-room staff. This is a unique performance, and once again demonstrates that the British sailor is never at a loss when necessity arises.

Between the months of June and the end of September the island on which the "grid" was constructed is sixty feet under water, for the river is then at its maximum height of a hundred feet. The distance between Chung King and outside civilisation is shown by the fact that letters from Shanghai take about a month to reach the inland squadron.

THIN - WEAK - WASTED

BROKEN NERVES, LOST APPETITE
AND INTENSE PAINS, ALL ARISING FROM
ACUTE STOMACH DISORDER

CURED BY
MOTHER SEIGEL'S SYRUP.

A WOMAN LIVING IN LONDON TELLS HOW SHE
AND HER HUSBAND GOT RELIEF.

"I used to suffer terribly from nervousness and indigestion and became very thin, weak and wasted. My appetite failed and the little food I ate caused me much pain and a tightness across the chest. My nerves were so weak that the least sound made me tremble. I also had acute headache from what proved to be an excess."

"I began taking Mother Seigel's Syrup and very soon felt like a new being."

"I gained strength, and continuing with the Syrup soon became quite well. My husband also suffered in much the same way and the Syrup cured him as well. We always keep it in the house."—Letter of January 26, 1905, from Mrs. Florence Nightingale Andrews, 29, Guinness Buildings, Columbia Road, Hackney Road, London, E.

"Neither you nor your husband, relative or friend need suffer from these ailments—simply get from your Chemist a half-crown bottle of Mother Seigel's Syrup, use it and it will cure you."

SHIPPING.

ARRIVALS.

BOUEN, French str., 7th Sept., 1905.
Saigon 3rd Sept., General, Chinese.
CARL DREIBERGER, German str., 7th Sept., 1905.
Schlesier, 6th Sept., Huiphong 2nd Sept., General, Johnson & Co.
DAIJIN MARU, Japanese str., 9th Sept., 1905.
7th Sept., Tami via Amoy and Swatow.
3rd Sept., General, Osaka Shosen Kaisha.
EASTERN, British str., 3rd Sept., 1905.
Kobe 2nd Aug., General.
— Gibb, Livingston & Co.
HAIKUN, British str., 6th Sept., 1905.
Swatow 6th Sept., General, — Douglas.
Lapin & Co.
HERCULES, Norwegian str., 2nd Sept., 1905.
G. H. Bjerk, 7th Sept., 1905.
Kuching 31st Aug., Coal, — Mitsui Bussan Kaisha.
JOHANN, German str., 5th Sept., 1905.
— Langkok 31st Aug., Rice, — Jensen & Co.
KILKING, British str., 1st Sept., 1905.
J. H. Harris, 7th Sept., 1905.
— Shanghai 31st Aug., Amoy 5th Sept., 1905.
— Swatow 6th Sept., General, — Butterfield & Swire.
LAI, French str., 10th Sept., 1905.
A. Abel, 7th Sept., 1905.
— Shanghai 3rd Sept., General, — Messageries Maritimes.
PONAPE, German str., 12th Sept., 1905.
H. Martens, 6th Sept., 1905.
— Pongap 31st Aug., German Consul.
SCHLEIER, German str., 7th Sept., 1905.
G. Schliakier, 7th Sept., 1905.
— Chiofo 1st Sept., General, — Johnson & Co.
SIMLA, British str., 3rd Sept., 1905.
C. D. Goldsmith, 7th Sept., 1905.
— Bombay 22nd Aug., General, — P. & O. S. N. Co.
TEWKA, British str., 10th Sept., 1905.
H. C. Harris, 7th Sept., 1905.
— Singapore 1st Sept., General, — Butterfield & Swire.

CLEARANCES.

At the Harbour Master's Office.
7th September.
Enluka Maru, Japanese str., for Shikoku.
HAIKUN, British str., for Swatow.
HAIKUN, British str., for Swatow.
KILKING, British str., for Amoy.
LAI, French str., for Huiphong.
SANDA, British str., for Shanghai.
SANDA, British str., for Shanghai.
SANDA, British str., for Shanghai.
TIENTSIN, British str., for Shanghai.

DEPARTURES.

6th September.
BOUEN, German str., for Sandakan.
7th September.
AFGHAN PRINCE, British str., for Cebu.
BOGO, Dutch str., for Batavia.
CHANGSHA, British str., for Kobe.
CHURCHILL, Amr. barge, for Astoria.
HALVAND, Norwegian str., for Java.
HIEBE HO, Chinese str., for Canton.
PASH OF BRAND, British ship, for P. Townsend.
PITANULOK, German str., for Swatow.
RAJAHURI, German str., for Bangkok.
REMANIA, German str., for Shanghai.
TIENTSIN, Norwegian str., for Yokohama.
WONGKOT, German str., for Heliow.

SHIPPING REPORTS.

The British str. *Kilking* reports: Buoyed in Beal Harbour with heavy typhoon during the 1st and 2nd Sept. After leaving she saw a lot of floating jetam between Sicop Island and Palahiki; from there fine weather and light breeze.
The British str. *Eastern* reports: After getting about 55 S.W. of the Goto Islands Captain Powell being convinced that a typhoon was approaching from the S.W. turned round and ran for shelter in Tama-No-Ura Bay in the Goto Islands, where the steamer rode out the full force of the storm; the wind blowing with hurricane force from E. veering to S.E. and S. and the barometer falling to 29.40. At 4 p.m. on the 2nd Sept. the weather began to moderate and the wind gradually lulled to the S.W. At 9.30 a.m. on the 3rd Sept. the voyage was resumed and the steamer arrived at a high rough S.W. sea for the first 18 hours; thence to arrival seasonable weather and slight swell.

VESSELS IN DOCK.

7th September.
ABERDEEN DOCKS.—*Royalist*.
10th Sept. DOCKS.—*Montana*, *Deauville*, *Somatra*, H.M.S. *Hart*, *Hermann*, *Menzel*, *Oscar*, *U.S. Clunston*.
COSMOPOLITAN DOCK.—*Kowloon*, *Coptic*.

VESSELS ON THE BERTH

THE AMERICAN & ORIENTAL LINE.
FOR NEW YORK AND BOSTON.
With liberty to call at the Malabar Coast.
THE Steamship

"AFGHAN PRINCE."
Captain Campbell, will be despatched for the above ports on or about the 2nd September.
For Freight, apply to
ARNHOLD, KARBURG & CO.,
Agents.
Hongkong, 24th August, 1905. [1905]

NAVIGAZIONE GENERALE ITALIANA.
(Fratelli and Rubattino United Companies).
STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LIGURIAN and SOUTH AMERICAN PORTS up to CALAIO.
(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BANCORONA, VALERIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship
"ISCHIA."
Captain Cogliolo, will be despatched as above TO-MORROW, the 9th September, at Noon.
At Bombay the Steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 30th August, 1905. [4]

DAMPSCHEIFFS, RHEDEER, "UNION" ACTION-GESELLSCHAFT.
FOR NEW YORK.
With Liberty to Call at the Malabar Coast.
THE Steamship

"ALBENGA."
Captain Petersen, will be despatched for the above port TO-MORROW, 9th September.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 31st July, 1905. [1829]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong—H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL.	BENGAL	Brit. str.	—	W. W. Cook, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON, AMSTERDAM & ANTWERP.	PAELING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
LONDON, AMSTERDAM & ANTWERP.	ANTENOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
LONDON, AMSTERDAM & ANTWERP.	ALCIBIDES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
LONDON, AMSTERDAM & ANTWERP.	DIOMED	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
MARSEILLES, HAVRE, DUNKERQUE &c.	NEBROTHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
MARSEILLES, ANTWERP & LONDON.	ERNEST SIMONS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
MARSEILLES &c. VIA PORTS OF CALL.	PREUSSEN	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
BREMEN, VIA PORTS OF CALL.	SCANDIA	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	SILEBIA	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SUEVIA	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SENEGAMBIA	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
TRIESTE, &c. VIA SINGAPORE, &c.	ERNEST	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
GENOA, MARSEILLES & LIVERPOOL.	AGAMEMNON	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
NEW YORK & BOSTON.	AFGHAN PRINCE	Am. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	ALBENGA	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	SIERRA BLANCA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
NEW YORK VIA PORTS & SUEZ CANAL.	SENECA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
NEW YORK VIA SUEZ.	SATSUMA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	VANDALIA	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	TARTAR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	2 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
PORTLAND, OREGON VIA SHANGHAI, &c.	EMPEROR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
SEATTLE, VIA SHANGHAI & JAPAN.	NICOMEDIA	Am. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
AUSTRALIAN PORTS VIA NEW GUINEA.	MINNESOTA	Am. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
AUSTRALIAN PORTS VIA MANILA, &c.	WILHELM	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
JAPAN VIA SHANGHAI.	CHANGSHA	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
TSINGTAO CHEFOO & NEWCHWANG.	TUPANAS	Dut. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
CHINKIANG.	KASHING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
TIENTSIN.	SINGAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
SHANGHAI.	WOSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
SHANGHAI.	SIMLA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
SHANGHAI.	KWONGKANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
SHANGHAI VIA SWATOW, AMOY & FOCCHOW.	KIUKIANG	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
TAMSAI VIA SWATOW & AMOY.	FRITHJOF	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
TAMSAI VIA SWATOW & AMOY.	PROTEUS	Ger. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
AMOY, STRAITS & RANGOON.	DAIJIN MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
SWATOW.	ZALDA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
MANILA.	HAIKUN	Brit. str.	2 h.	—	BUTTERFIELD & SWIRE	On 12th inst.
MANILA.	LOONGSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
MANILA.	ZALDA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
MANILA.	TAMING	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
MANILA.	RUH	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
MANILA.	SUNGKIAN	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst.
MANILA.	BANCA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
MANILA.	MAUSAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
MANILA.	PERKIN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
MANILA.	ONANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
MANILA.	GREGORY AFCAE	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.
BOMBAY VIA SINGAPORE & PENANG.	ISCHIA	Ital. str.	—	—	BUTTERFIELD & SWIRE	On 12th inst.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
LYRA	4417	G. V. Williams	Friday, September 15th
PLEIADES	3763	F. G. Farnington	Saturday, October 7th
SHAMMUT	9006	E. V. Roberts	Saturday, October 14th
TREMONT	9466	T. W. Garlick	Saturday, November 4th

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.
The twin-screw s.s. "SHAMMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.
Queen's Buildings,
Hongkong, 24th August, 1905. [7]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.
STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA AND LEGACIE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PREUSSEN	WEDNESDAY 13th September
BOON	WEDNESDAY 27th September
BAYERN	WEDNESDAY 11th October
ZIETEN	WEDNESDAY 25th October
PRINCESS ALICE	WEDNESDAY 8th November
SACHSEN	WEDNESDAY 22nd November
PRINZ REGENT LUITFOLD	WEDNESDAY 6th December
PRINZ HEINRICH	WEDNESDAY 20th December
PRINZ EITEL FRIEDRICH	WEDNESDAY 3rd January
GNEISENAU	WEDNESDAY 17th January
BOON	WEDNESDAY 31st January
PREUSSEN	WEDNESDAY 14th February
ZIETEN	WEDNESDAY 28th February

ON WEDNESDAY, the 13th day of SEPTEMBER, 1905, at Noon, the Steamship "PREUSSEN," Captain Meyer, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.
Shipping Orders will be granted till Noon, on MONDAY, the 11th September. Cargo and Specie will be received on Board until 3 p.m. on TUESDAY, the 13th September. Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 13th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.
For further Particulars, apply to
NORDDEUTSCHER LLOYD.
MELCHERS & CO., AGENTS.
Hongkong, 6th September, 1905. [5]

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon and staterooms. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	Captain	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	Sat., 9th Sept., Noon.
RUBI	2540	A. Nottley	Manila	Sat., 16th Sept., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 5th September, 1905. [115]

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "SIERRA BLANCA" ... On 20th September.
S.S. "ALSTON" ... On 29th October.

For freight and further information apply to
SHEWAN TOMES & CO.,
GENERAL AGENTS.
Hongkong, 5th September, 1905. [1004]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SINGAPORE, COLOMBO, PEKIN AND BOMBAY	Le Mare	About 7th September	Freight only.
SHANGHAI	SIMLA	About 7th September	Freight and Passage.
LONDON, &c.	BENGAL	Neon. 9th September	See Special Advertisement.
CEBU and MANILA	BANCA	About 10th September	Freight only.

* Calling at Penang if sufficient inducement offers.
For further Particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 6th September, 1905. [1]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG TO PORTLAND, OREGON VIA JAPAN, MOJI, KOBE AND YOKOHAMA FOR OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons.	Captain	TO SAIL AT DAYLIGHT ON
"NICOMEDIA"	4370	Wagmann	Sept. 26th, 1905.
"NUMANTIA"	4370	Feldmann	Oct. 14th, 1905.
"ARABIA"	4488	Melzenthin	Nov. 7th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and a Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT.
Hongkong, 30th August, 1905. [113]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

"BENGAL."
Captain W. W. Cooke, R.N.R., carrying His Majesty's Mails, will be despatched from Hongkong for Bombay on SATURDAY, the 9th September, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Victoria," 6,522 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable, all cargo for France, and Tea for London (under arrangements), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the B.M.S. "Malta," due in London on the 22nd October, 1905. Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to
L. S. LEWIS,
Acting Superintendent.
Hongkong, 18th August, 1905. [1]

FOR MARSEILLES, ANTWERP AND LONDON.

"SHIRE" LINE OF STEAMERS.

THE Steamship
"MERIONETHSHIRE,"
will be despatched for the above ports on FRIDAY, the 15th inst.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents "Shire" Line.
Hongkong, 1st September, 1905. [1977]

GREAT NORTHERN STEAMSHIP COMPANY.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

(Passing through the INLAND SEA OF JAPAN.)
The Magnificent New Twin-Screw Steamship.

"MINNESOTA."
Tons 20,715 Gross Reg., Captain J. H. Rinder, will sail on or about FRIDAY, the 22nd September, at Noon, conveying Cargo to the Pacific Coast, United States and Canadian Overland Common Points; also Passengers to the United States, Europe, &c.
This Steamer is unusually fitted with spacious SUITES and STATEROOMS, equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, MESS, STEAM LAUNDRY, &c.
Special provision is made for the safe transit of SILK, TREASURE and Valuable Cargo; and PARCELS are carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.
Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the steamers of the REGULAR MAIL LINES.
For Freight or Passage, apply to
NIPPON Yusen Kaisha.
Agents.
Hongkong, 29th August, 1905. [2012]

FOR NEW YORK
VIA PORTS AND SUEZ CANAL.
"WITH LIBERTY TO CALL AT THE MALABAR COAST."
THE Steamship
"SENECA."
Captain Grimes, will be despatched as above on or about the 23rd September.
For Freight, or other information, apply to
STANDARD OIL COMPANY
OF NEW YORK,
On Board Freight Department.
(Hotel Mansions, 2nd Floor).
Hongkong, 30th August, 1905. [1926]

REGULAR
STEAMSHIP SERVICE TO NEW
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT MALABAR COAST).
PROPOSED SAILINGS FROM HONGKONG.
1905.
"SATSUMA" ... 30th Sept.
"WRAY CASTLE" ... to follow.
For Freight and further information, apply to
DODWELL & CO., LTD.
Agents.
Hongkong, 29th August, 1905. [1519]

HONGKONG-MACAO LINE

S.S. "WING CHAI."
Captain T. A. Smith, R.N.R.

THIS Steamer departs from Hongkong, on Week Days, at 7.30 A.M.; and on Sundays at 8.30 A.M.; Departs from Macao on Week Days about 2.30 p.m. and on Sundays at 5.30 p.m. if tide permits.
FARES—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1, 3rd Class 50 cents. Every Sunday will be on Excursion, at the following rates:
1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 50 cents, Return 25 cents, Stowage 10 cents.
Meals can be had on board.
Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning passengers only, at an extra charge of \$2.
On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.
First Class Passengers who do not care to return on the 1st excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the

OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"DIOMED"	ON 14th September.	
GLASGOW and LIVERPOOL	"KAISOW"	ON 14th September.	
GLASGOW and LIVERPOOL	"GARDANUS"	ON 21st September.	
GLASGOW and LIVERPOOL	"HYDEUS"	ON 28th September.	
GLASGOW and LIVERPOOL	"CHINGWO"	ON 28th September.	
GLASGOW and LIVERPOOL	"KINTUCK"	ON 5th October.	
FOR	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	ON 12th September.	
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	ON 20th September.	
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	ON 26th September.	
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	ON 10th October.	
LONDON, AMSTERDAM and ANTWERP	"AGAMEMNON"	ON 20th October.	
LONDON, AMSTERDAM and ANTWERP	"DIOMED"	ON 24th October.	

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

Operating in conjunction with
THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.
EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA.	"TYDEUS"	ON 1st October.	
FOR	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"YANGTZE"	ON 28th September.	
	"KEEMUN"	ON 30th October.	

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS. [910]

Hongkong, 18th August, 1905.

CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO	DATE
CHINKIANG	"SINGAN"	ON 8th September.	
TSINGTAO, CHEFOO & NEWCHANG	"KASHING"	ON 8th September.	
CHIU and LIOLOI	"SUNGKANG"	ON 9th September.	
SHANGHAI	"KILUKANG"	ON 13th September.	
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TAMING"	ON 13th September.	

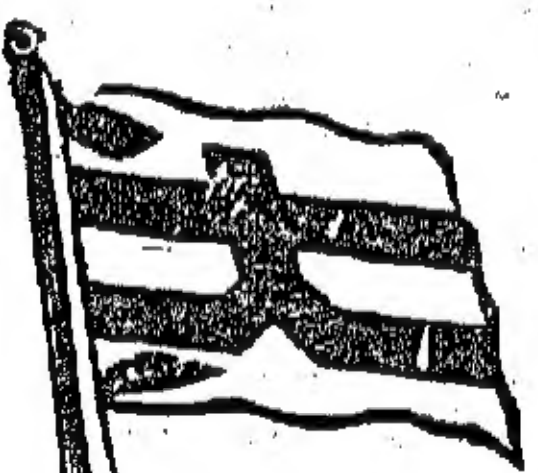
* The attention of Passengers is directed to the superior accommodation offered by these
steamers, which are fitted throughout with Electric Light, Unrivalled Table. A daily qualified
Sergeant is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other
Australian Ports.

REDUCED SATOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS.

For Freight or Passage, apply to—
BUTTERFIELD & SWIRE,
AGENTS. [11]

Hongkong, 8th September, 1905.



OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSAI VIA SWATOW AND AMOY	"DAIWIN MARU" H. Ohta	SUNDAY, 10th Sept., at Noon.
FOR	THE CHARTERED S.S.	LEAVING
SHANGHAI VIA SWATOW, COOKTOWN, AND FOOCHOW	"FRITHJOF" H. Ohta	WEDNESDAY, 13th Sept., at Noon.
TAMSAI VIA SWATOW AND AMOY	"PROTEUS" Kraab	SUNDAY, 17th Sept., at 10 A.M.

* This Steamer has superior accommodation for First-class Passengers, and is fitted
throughout with electric light.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ For Freight, Passage, and further information, apply at the Company's local branch Office
at No. 8, Des Vaux Road Central.
Hongkong, 7th September, 1905.

T. ARIMA, Manager. [14]

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,
LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the
LEVANT, BLACK SEA and Baltic Ports, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATE	FREIGHT
* SCANDIA	HAVRE, BREMEN and HAMBURG	On 22nd Sept.	Freight & Passengers
* SILESIA	HAVRE & HAMBURG	On 4th Oct.	Freight & Passengers
* SUEVIA	HAVRE, ANTWERP and HAMBURG	On 10th Oct.	Freight
* SLOVANIA	HAVRE and HAMBURG	On 18th Oct.	Freight & Passengers
* SIBIRIA	HAVRE and HAMBURG	On 1st Nov.	Freight
* SENSAMBIA	HAVRE and HAMBURG	On 15th Nov.	Freight
* VANDALLA	NEW YORK VIA SUEZ	About 5th October.	Freight

* Special attention of intending Passengers is drawn to the splendid accommodation of these
steamers. Saloon and cabins, amidships. Lighted throughout by electricity. Daily-qualified
doctors are carried.

12

For Further Particulars, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD
AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S.	PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE
"TARTAR"	4,425 Tons Com. W. Davidson, R.N.R.	WEDNESDAY, 13th Sept.
"EMPEROR OF JAPAN"	6,000 Tons Com. H. Pybus, R.N.R.	WEDNESDAY, 20th Sept.
"EMPEROR OF CHINA"	6,000 Tons Com. R. Archibald, R.N.R.	WEDNESDAY, 18th Oct.
"ATHENIAN"	8,882 Tons Com. S. Robinson, R.N.R.	WEDNESDAY, 1st Nov.
"EMPEROR OF INDIA"	6,000 Tons Com. E. Bonham, R.N.R.	WEDNESDAY, 15th Nov.

Hongkong to London, 1st Class, via St. Lawrence 400. — via New York 232.
Intermediate on Steamers, 240. — and 1st Class Rail 242.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIP passing through the
famous INLAND SEA OF JAPAN, usually makes the voyage YOKOHAMA to
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at
Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval
Military, Diplomatic, Civil Services, and to European Officials in the Service of Chinese
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
E. BROWN, General Agent
Corner Pedder Street and Praya, opposite Blake Pier

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO	DATE
MANILA	"LOONGSANG"	Friday, 8th Sept., 4 P.M.	
SINGAPORE, SOERABAYA and SAMARANG	"ONSANG"	Saturday, 9th Sept., Noon.	
SHANGHAI	"KWONGSANG"	Tuesday, 12th Sept., 3 P.M.	
TIENTSIN	"WUSANG"	Tuesday, 12th Sept., 3 P.M.	
SAMARANG	"MAUSANG"	Saturday, 16th Sept., 2 P.M.	

* These steamers have superior accommodation for First-Class Passengers and are fitted
throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze
Ports.

‡ Taking Cargo on Through Bills of Lading to Lahad Datu, Singapore, Tawau, Kudat,
Usukan, Jesselton and Labuan.

For Freight or Passage, apply to
HONGKONG, 7th September, 1905.

JARDINE, MATHESON & CO.,
GENERAL MANAGERS. [118]

JAVA-CHINA-JAPAN LIJN, REGULAR FOUR-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAPAN	Second half of September	JAPAN via SHANGHAI	Second half of September
TJIMAHU	JAPAN	Second half of September	JAVA PORTS	First half of October
TJILATJAP	JAVA	First half of October	JAPAN via SHANGHAI	Second half of October

The Steamers are all fitted throughout with Electric Light and have accommodation for a
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on a
through Bill of Lading.

For Particulars of Freight and Passage, apply to the
HEAD AGENCY OF THE
JAVA-CHINA-JAPAN LIJN.
Telephones No. 375. [16]

Alexandra Buildings, 3rd Floor.
Hongkong, 4th September, 1905.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES
MARITIMES.

FOR MARSEILLES, HAVRE, DUNKIRK
AND ANTWERP (DIRECT).
Calling at SAIGON, SINGAPORE, COLOMBO
and PORT SAID.

THE Company's Steamship

"LAOS."

Captain Abel, will be despatched as above on or
about the 7th September.

This Steamer has accommodation for Pass-
engers and carries a duly qualified Doctor.

For information as to Passage and Freight,
apply to
G. DE CHAMPEAUX,
Queen's Building.
Hongkong, 25th August, 1905. [2048]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LOYD, BREMEN.

JAPAN-CHINA-AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR
FRIEDRICH-WILHELMSHAFEN,
HERBERTSHOF, MATUJI, BRIS-
BANE, SYDNEY AND MELBOURNE.

On TUESDAY, 10th September, at Noon,
the Steamship "WILLEHAD," Captain
Abernauer, with Mails, Passengers and Cargo,
will leave this port as above.

The Steamer has splendid accommodation and
carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LOYD.

For Further Particulars, apply to
MELOCH & CO.,
Agents.
Hongkong, 25th August, 1905. [1976]

COMPAGNIE DES MESSAGERIES
MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, INDIA, ADEN,
BOYPT, MARSEILLES,
LONDON, HAVRE, BOR-
DEAUX, MEDITERRA-
NEAN, AND BLACK SEA
PORTS.

THE Steamship

"ERNEST SIMONS,"

Captain Ailland, will be despatched for
MARSEILLES on TUESDAY, the 19th
September, at 1 P.M.

This Steamer connects at Colombo with the
Australian line as "DUMBEA," bound for
Melbourne via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:

S.S. "POLYNESE" ... 3rd Oct.

S.S. "CALEDONIAN" ... 17th Oct.

S.S. "OCEANIAN" ... 31st Oct.

G. DE CHAMPEAUX,
Agent.
Hongkong, 6th September, 1905. [2]

SHIPPING IN PORT.

STEAMERS.

BANCA, British str., 5,895, J. B. Forquesson, 6th
Sept.—Japan 31st August, General—
P. & O. S. N. Co.

CHILDEAN, Norwegian str., 1,102, H. Nispor,
22nd Aug.—Sourabaya 13th Aug., Sugar.
—Order.

CHIVERN, Chinese str., 1,050, C. Stewart, 4th
September.—Shanghai 30th Aug., General.
—Chinese.

CHUNANG, British str., 1,418, R. Cox, 23th
August.—Samarang 10th August, Sugar.
—Jardine, Matheson & Co.

CHIAVERING, British str., 2,154, D. Barton, 6th
Sept.—from Salina Cruz, Ballast.—China
Commercial S.S. Co.

CORTIC, British str., 2,744, Wm. Finch, R.N.R.,
5th Sept.—San Francisco 2nd August and
Manila 3rd Sept., Mails and General.
—O. & O. S. N. Co.

DEWENT, British str., 1,562, J. Jenkins, 6th
Sept.—Samarang 27th August, Sugar.
—Chinese.

DEVAMONGSE, Gdr. str., 1,057, J. V. Benin, 18th
Aug.—Bangkok and Setaow 18th Aug.
—Rice & Tank Sugars.—Butterfield & Swire.

EMPEROR OF JAPAN, British str., 5,094, H.
Pybus, R.N.R., 6th Sept.—Vancouver 14th
August and Shanghai 4th September, Mails
and General.—C. P. R. Co.

FIN, Norwegian str., 880, N. Andersen, 26th
Aug.—Haiphong 23rd August, General.
—Angard, Thorsen & Co.

FUKURA MARU, Japanese str., 1,946, H. Saka-
moto, 1st Sept.—Moji 17th August and
Nagasaki 27th, 3,879 tons Coal.—H. U.
Joffe.

GAKA, German str., 625, Hans Dahl, 9th Aug.
—Sourabaya 29th July, Sugar.—Order.

GREGORY APCAR, British schooner, 2,961, Oli-
fent, 4th Sept.—Calcutta via Straits 19th
Aug., General.—D. Sassoon & Co., Ltd.

HAITAN, British str., 1,183, J. S. Roach, 6th
Sept.—Fochow 2nd Sept., Amoy 4th and
Sintow 5th, General.—Douglas LaPraik
& Co.

HELMER MENZEL, German str., 994, Karl
Auer, 5th Sept.—Kantatu 29th Aug., Coal.
—Order.

HERMANN MENZEL, German str., 1,661, W.
Hansen, 14th August.—Chefoo 6th Aug.,
Banna.—Chinese.

HORNZOLLEN, German str., 6,680, O. Krewitz,
20th July.—from Genoa, Ballast.—Mel-
chers & Co.

HSIEH HO, Chinese str., 1,082, A. Crawford,
4th Sept.—Shanghai 2nd Sept., General.
—Chinese.

ISCHIA, Italian str., 2,784, Cogholo Andrea,
4th Sept.—Trieste and Singapore 29th
Aug., General.—Carlowitz & Co.

KOWLOON, German str., 1,495, H. Stehr, 20th
Aug.—Bangkok 14th Aug., General.
—Siemssen & Co.

KWONGSANG, British str., 1,428, W. P. Baker,
4th Sept.—Shanghai and Setaow 4th
Sept., General.—Jardine, Matheson & Co.

LAETTES, British str., 1,337, J. B. Jackson, 1st
Sept.—Saigon 27th Aug., Meat and General.
—Chinese.

LANSEIAN, German str., 2,300, Sperling, 7th
Aug.—Saigon 2nd August, Ballast.
—Jensen & Co.

LENNOX, British str., 2,301, F. McNair, 1st
Sept.—put back, General.—Doddwell & Co.

LOONGMOON, German str., 1,245, Kalkofen, 4th
Sept.—Shanghai 30th Aug., General.
—Siemssen & Co.

LOONGSANG, British str., 1,082, A. E. Sandbach,
4th Sept.—Manila 1st Sept., General.
—Jardine, Matheson & Co.

LOOSCH, German str., 2,920, G. Schultzen, 2nd
Sept.—Bangkok 24th Aug., Rice.—Butter-
field & Swire.

LOYAL, German str., 1,532, L. Lorenzen, 27th
August.—Bangkok 20th August, Rice and
General.—Sander, Weller & Co.

MAUSANG, British str., 1,614, R. Houghton,
4th Sept.—Samarang 29th Aug., Timber
and General.—Jardine, Matheson & Co.

MORTANER, American str., 208, Carlos Camas,
21st Aug.—Manila 18th August, Ballast.
—Jorge & Co.

M. STRUVE, German str., 446, P. Brandt, 10th
Aug.—Newchwang 5th Aug. and Chefoo
7th General.—Chinese.

OSCAR II, Norwegian str., 2,000, R. Olsen, 30th
Aug.—Moji 25th Aug., Coal.—Mitsui
Bussan Kaisha.

ONSANG, British str., 1,787, J. T. Davies, 19th
August.—Samarang 9th August, Sugar.
—Jardine, Matheson & Co.

PERAYO, British str., 1,100, Pryon, 17th Aug.
—Tientsin 9th Aug., Ballast.—Geo. Mc-
Bain.

POCASSET, British str., 1,720, James, 26th
August.—London 10th July, General.
—Doddwell & Co.

POSHAN, German str., 1,799, Lomcke, 24th
July.—Saigon 20th July, General.—Jensen
& Co.

PROGRESS, Norwegian str., 1,611, M. G. Steen,
21st Aug.—Sourabaya and Probolinggo 9th
Aug., Sugar.—Order.

QUINTER, German str., 387, Frhm, 3rd Sept.
—Bangkok 28th Aug., Rice.—Order.

SABINE RICHMOND, British str., 600, Miles,
7th Aug.—Sewang 6th Aug., Ballast.
—Arndt, Karberg & Co.

SUMATRA, German str., 584, H. Winne, 24th
August.—Singapore 17th August, General.
—Norddeutscher Lloyd.

SUNGIANG, British str., 1,845, G. H. Penne-
father, 4th September.—Iloilo 31st August.
General.—Butterfield & Swire.

SCOTTON HALL, British str., 2,470, B. Dowse,
24th Aug.—New York 7th July, Case Oil.
—Standard Oil Co.

TYPHOON COLLISION AT MANILA.

The Cablenews reports:—The board appointed
by the collector of customs to inquire into
the causes of and fix the blame for the collision
of the German steamer *Brunkilde* with the
barkentine *India* has made the following
report:

The Board appointed by Manila Custom
House Special Order No. 180 met this morning
for the purpose of investigating the accident
that occurred on the morning of the 29th
instant to the bark *India* on account of being
fouled by the German steamer *Brunkilde*, and
the following reports is submitted.

The only witnesses examined by the Board
were Mr. John D. Chase, Harbourmaster, and
Mr. Herbert Gossiaux, a representative of
Messrs. Behn, Meyer and Company. No
witnesses were present from the *Brunkilde*, for
the reason that that vessel left port at 6 a.m.,
August 30, 1905, and before the meeting
of the Board. On account of a delay in the
meeting of the Board, the witnesses from the
bark *India* were not present. The Board,
however, visited the said vessel and interrogated
those aboard regarding the accident.

The case is briefly summed up as follows:—
The bark *India* arrived at Manila on March 15,
1905, and at the time of this accident, was
occupying her original berth with three anchors
out, securely moored. As the vessel was
practically out of commission there were only
three men aboard to care for her. The *Brunkilde*
arrived at Manila on August 7, 1905, and was
assigned a berth behind the breakwater by the
Harbourmaster. From all the information
obtainable, the *Brunkilde* began to drag her
anchors very early in the morning of the 29th
instant and to render collision there was over-
estimated to be such as to render collision with
other vessels probable. In trying to change this
position and clear herself, the *Brunkilde* fouled
the *India*, causing certain damage which will
be mentioned later. In order to prevent the
accident, the three men on the *India* snatched
up the anchor chains as much as possible; the
accident was not avoided, however. The three
men of the *India* were powerless to raise the
anchors, and even had they been able, it would
possibly have placed the vessel in a more dan-
gerous position and she would have been blown
on shore. It appears that the accident occurred
previous to the visit of the Harbourmaster to

